



The Northwest Pavement Management Association Newsletter

"Government and Private Agencies Working Together for Better Pavements"

Chair - Dave Shepard

February 1999

Vice Chair Callene Abernathy

Sec./Treas. Vicki Griffiths

Volume 6, Number 1



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Words From The Chair



As another year comes to a close, I am reviewing the activities that occurred at the Fall Conference and the discussions from the E-board meetings. With the coming year I feel there will be some changes made within the group that will promote a better understanding and direction for the Pavement Management person.

We are looking at eliminating committees that are not really needed at this time and creating new committees that need to be developed to allow growth in various areas in the organization.

With the Spring Fling arriving in April, (see calendar of events) I would encourage everyone to get involved in the planning and topics to be discussed or presented at Mt. Vernon. The questionnaire in this months newsletter lets us know what you would like to discuss. Remember this meeting is informal and needs lots of discussion from those attending. Involvement in the discussions is mandatory as we all learn from everyone's past experiences. There are some people out there that are way ahead of others in various aspects of PMS and can help the new people immensely.

Remember to attend and be involved as you are the NWPMA.

Dave

Upcoming Events

Northwest Chapters

February 10th, 1999

City of Kent Shops

5821 S. 240th St. (James Street)

10 AM - 12 Noon

Discussion Topics: Many thanks to Gary Van Auken from the City of Kent for graciously hosting our February meeting. This month we have asked Ken Husby of Coral Sales to speak to us. Ken represents a company out of Canada which has a new automated pavement rating system. If your agency has considered collecting pavement distress information this way, come and find out more about it. This is also a convenient way to collect information if your agency is just beginning to get involved in pavement management. It will be a great meeting.

Centerline User Group (east)

February 10th, 1999

Spokane City Hall

contact Howard Hamby (509) 324 - 3458

8 AM - 3 PM

Centerline User Group (west)

March 3rd, 1999

Spokane City Hall

contact Derald Christensen 253-851-3200

8 AM - 3 PM

NWPMA Chapter Satellite Training

March 31st, 1999

Through the WSDOT Satellite facilities, a 2 hour training session is being planned from 10 AM until 12 Noon. Locations for the training will be in Olympia, North Seattle, Spokane, Vancouver and Yakima. More detail will be sent to each of you for this important training event.

NWPMA Spring Quarterly

April 14th - 15th - Mt. Vernon

1 PM - 4 on the 14th

8: AM - 3 PM on the 15th

Cotton Tree Inn

2300 Market St. off Riverside Drive

Vicki Griffiths was gracious enough to make all the arrangements. She has also secured a block of rooms for attendees at 2 locations in Mt. Vernon. The first is the Cotton Tree and there are 20 rooms available. To secure a room please call 1-800-662-6886 #3 (for Mt Vernon). Make reservation by March 31st. Rooms are \$67 a night. The other location is The Best Western College Way. 20 rooms were reserved at \$52.20, single occupancy. Make

reservations by March 15th for above rate 300 W. College Way at College Way and Freeway Drive 1-800-793-4024. Topics for the meeting will be decided by the E-Board only after input from the membership. That means all of you. On the last page is a sheet that you can write down your ideas and fax them to Dave Shepard

Fall Conference

October 18th - 21st 1999

Plans are underway for the Fall Conference in Portland in October. Just want to get the date on everybody's calendar!! More details will be sent out as the program is finalized.

Pavement Quality and Customer Service Top the Agenda at Hot Mix Asphalt Conference

by Margaret Blain Cervarich, NAPA

"There's so much change going on in the hot mix asphalt industry, it's an era that is going to go down in the history books," said National Asphalt Pavement Association (NAPA) President Mike Acott in opening remarks at the Sixth Annual United States Hot Mix Asphalt Conference Nov. 4-6 in Portland, Oregon. More than 500 asphalt contractors from throughout the United States and overseas attended the three-day event.

A major focus of the conference was to discuss and highway agencies can use to better communicate techniques contractors with the public in response to environmental and traffic congestion concerns. The conference speakers also provided a wealth of technical information on how the asphalt industry can deliver improved pavement quality and performance, in order to reduce traffic interruptions for road construction and repairs.

"In addition to a significant improvement in quality and performance of Hot Mix Asphalt, the key issues for NAPA are environmental -- safety and health, climate change, clean air, occupational safety and health, disposal of wastes and solvents, recycling, congestion mitigation, noise, mass transit, and wetland protection. There are a lot of groups out there that seek to reduce the consumption of fossil fuels, and try to prevent the construction of new highways and the use of the automobile. Plus we have a lot of community involvement now regarding road construction and the siting of hot mix asphalt plants," Acott said.

"The other issue is traffic," Acott continued, citing the pavement-damaging effects of increases in truck volumes, loads, and tire pressures, the trend toward

reduced inventories and on-time deliveries, the need to reduce the costs of traffic delays in order to compete in the global marketplace, and the public's concern with increased congestion and work zone delays, which has sparked a trend toward night construction.

Keynote speaker Grace Crunican, Director of the Oregon Department of Transportation, said her agency has developed an action plan for providing better customer service. Agency accountability is a key feature of the plan, she said, mentioning as an example the corrective action needed to prevent a striping job from continuing into morning rush hour and disrupting traffic.

NAPA First Vice Chairman John S. Spangler of Milestone Contractors of Columbus, Indiana said that the sponsorship of the conference marks a trend toward greater cooperation in the asphalt paving industry. The conference was co-sponsored by NAPA, the State Asphalt Pavement Associations, and the Asphalt Institute in association with the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the National Association of County Engineers (NACE), the Oregon Department of Transportation (ODOT), and the Washington Department of Transportation (WSDOT).

"We have all come together to talk about how to build quality asphalt pavements," Spangler said. "Ten years ago customers and partnering were not in our vocabulary. We contractors were adversaries with the state ten years ago. All we cared about was building the pavement, getting paid, and moving on. The customer has higher expectations than that now. We have been able to deliver safety for the construction crew and safety for the driving public. We face challenges now from the no-growth people, and we need to overcome that by demonstrating that we can build in a customer-friendly way.

"We as contractors haven't done a whole lot to raise the consciousness level among our supervisors or workers to make us more customer-conscious," Spangler said. "We have to do more."

Speakers emphasized that "customer friendliness" begins with listening. "Engineers don't do a good job of listening to the public. They have to realize that the public can stop a project," said Donald Lucas, Deputy Commissioner and Chief Highway Engineer for the Indiana Department of Transportation. Lucas said customers want recognition, timely and accurate information, smooth roads, minimal delays, rapid repairs, and more permanent repairs. He noted that the FHWA's National Quality Initiative public opinion survey showed the "biggest dissatisfiers" were

construction delays, unsafe roads, and congested roadways.

The importance of providing timely and accurate information was stressed repeatedly in the sessions on customer relations. In a session on "Pavement Construction Under Traffic: Improving Production and Safety," John Conrad of the Washington Department of Transportation described his agency's public relations success when they totally closed all lanes in one direction of Interstate 405 in Seattle for a weekend for final asphalt paving. The agency did a good job of notifying the public in advance that the freeway would be closed, and the public understood why the closure was necessary. A survey of 378 freeway users (19 percent of those contacted) revealed that the closure was actually popular. Eighty-seven percent of the respondents said they thought the closure was better than the option of having construction last longer, and 93 percent said they were aware in advance that the highway would close. The state legislature praised WSDOT for its handling of the project.

Byron Lord, Chief of the Highway Infrastructure Division of the FHWA's Office of Technology Applications, presented the results of a 1997 workshop on "Customer Oriented Highway Construction" co-sponsored by the FHWA and NAPA. Workshop attendees representing a broad cross-section of the highway construction industry focused on customer relations, contracting, performance, and construction operations issues, and developed strategies and action items to accomplish goals in each area. (See NAPA Special Report 181: "Report of Customer Oriented Highway Construction Workshop." To order, phone 888-468-6499; fax 301-731-4621; internet www.hotmix.org; or e-mail napa@hotmix.org)

Due to the public's growing intolerance for the inconveniences of road work, accelerated maintenance operations and accelerated construction were hot topics at the conference. Contractors in the audience and speakers noted that worker burnout is a difficult challenge in accelerated construction operations. Maintaining safety and productivity during night operations is another major issue. During a panel discussion, there was a call for a national public/private initiative on accelerated construction. "New technology is focused on design and materials, but when we go to build, we don't have the sophistication in product delivery," Lord said. "TEA-21 requires us to consider possible topics for another Strategic Highway Research Program. Perhaps accelerated construction would be a good topic." The FHWA already has decided to develop a technology deployment initiative on accelerated construction maintenance operations. The latest technical developments in Superpave, smoothness, segregation, and quality control were

covered in the portion of the agenda devoted to pavement quality and performance.

"The good news is that things are going well with Superpave," said NAPA Vice President for Research and Technology Dale Decker. "The direction Superpave is taking should lead us to better Hot Mix pavements."

Gayle King of Koch Materials Company, Wichita, Kansas, said new algorithms for designing Superpave mixes in very low-temperature environments have solved "one of the biggest problems in implementing Superpave."

King noted that there have been rutting problems with some Superpave mixes with polymer modifiers because the softening point and viscosity tests were not reliable. "Wheel tracking tests work, but only if you test under the same conditions (temperature, loading, etc.) as in the field," King said.

Jim Warren of the Asphalt Contractors Association of Florida discussed Florida's routine use of RAP (Reclaimed Asphalt Pavement) in Superpave. "Some of the most consistent materials we have in Florida are RAP, once it's processed," Warren said. "You've already processed the material once--you're just going to take it up and use it again." Careful materials characterization, materials handling, and mix design are the keys to successful use of RAP.

Ray Brown of the National Center for Asphalt Technology (NCAT) reiterated the industry's call for a performance prediction test for Superpave mixes. He noted, "The biggest problem with aggregate is meeting VMA requirements. To increase VMA the grading should be above the maximum density line. A single grade will meet VMA but may not have shear strength. We need a way to measure shear strength." Brown reported on the results of NAPA's Superpave Construction Survey, which were published in NAPA's Superpave Construction Guidelines. (To order phone 888-468-6499; fax 301-731-4621; internet www.hotmix.org; or e-mail napa@hotmix.org and ask for publication number SR-180.)

Brian Prowell of the Virginia Transportation Research Council discussed the use of Superpave for low-volume roads and base layers. There have been problems with achieving density on some low-volume roads because of low AC (Asphalt Cement) percentages. Fine mixes have been especially problematic, but proposed changes in the AASHTO specifications should help, he said. The N design table is being simplified from 4 climate levels by 7 traffic levels to 1 climate level by 5 traffic levels.

"Mix designers need to use the options Superpave allows—some designers like to stick with one mix design, but there are wide bands of aggregate gradations allowed," Prowell said. Often base layers are too dry, without enough asphalt, and segregation can occur. Prowell said changes in the Superpave specification will offer improvement, but there are still concerns over long-term durability in base layers.

In a presentation on "Contractors' Challenges to Obtain Smoothness," Don Popejoy of Ritchie Paving, Wichita, Kansas called for uniform national roughness criteria "so when we come together and talk about smoothness we have a common language." He emphasized avoiding "The Two Big Don'ts: Don't Stop the Paver, and Don't Bump the Paver." He said agencies need to recognize that quality costs time and money, and encouraged incentives. "Contractors would respond to rewards for increases in smoothness above minimum quality level. Nothing motivates a contractor like a bonus." Popejoy encouraged contractors to take greater responsibility for assuring road quality, particularly on rehab jobs. "You can't overlay over a crack-filled pavement that looks like a stained-glass window," he said. "Contractors need to press hard to make sure the paving solution meets the paving problem. We have a lot of public relations problems caused by band-aid fixes."

J. Don Brock, Chairman of Astec Inc., Chattanooga, Tennessee, said that the key word in understanding pavement segregation is uniformity. "If the mix is produced, hauled, and placed consistently, the result will be as the designer intended," Brock said. Most (70 percent to 75 percent) of segregation problems are "end-of-load" materials handling problems, where a non-uniform mix creates a weak spot, eventually leading to cracking, oxidation, and premature aging. Most of the remainder are centerline problems caused by pavers, although Brock discussed what he termed "a new type of segregation" related to temperature differences in the mix.

Don Watson of the Georgia Department of Transportation said that his agency condemns paving contractors if they produce persistent centerline segregation problems. His agency has reduced segregation as a percent of construction problems over the last two years from 21 percent to 6 percent through an aggressive quality control program.

"It takes a tremendous amount of work, training, education, and a commitment to quality from everyone involved in production and placement," Watson said.

Kirk Randolph of APAC-Georgia, Atlanta, explained the detailed procedures his firm has instituted to produce segregation-free HMA.

In a session on "Controlling the HMA Production Process," Larry Shively of United Asphalt Corporation in Thornville, Ohio explained how his firm has instituted an Advanced Quality Control Process that includes continual and detailed equipment calibration, and quality control on every job. "Once you get it implemented and get your people trained it's not so bad, and it can be used over and over," he said of his firm's quality control program. Training the technicians and giving them the authority to oversee the quality of plant operations is a key part of the program. "We give them the tools they need to keep the QC/QA process going. It is important for our customers. This is the future. The people who do not do this will not be the ones who are sought after," Shively said.

In a presentation on "Troubleshooting HMA Volumetrics," NAPA's Dale Decker explained how to adjust materials, plant facilities, production, storage and handling to correct volumetric problems. Volumetric mix design addresses the balance that is needed in the mix to achieve sufficient space for binder while assuring enough aggregate structure to support loads. "VMA changes when you go through the plant process," Decker said. "Any relationship between mix design and field production is purely coincidental. Field management is the answer." (See NAPA Report, "Field Management of HMA." To order phone 888- 468-6499; fax 301-731-4627; internet www.hotmix.org; or e-mail napa@hotmix.org and ask for publication number IS-123).

The Seventh Annual Hot Mix Asphalt Conference will be held Oct. 27-29, 1999 at the Sheraton World Resort in Orlando, Florida.

Topics & articles needed for the Newsletter

We are always looking for ideas of what you would like to see in the Newsletter. If you have a pavement management experience that you would like to highlight to the rest of the NWPMA, please call us and we will discuss how we can adjust it to fit in the Newsletter. In particular, we would like to showcase how local agencies are using pavement management to improve their day to day practices. These type of articles act as catalysts for other local agencies as they offer ideas that may not have been thought of. Also, if there are topics of interest that relate to pavement management that you would like to see within the Newsletter, let us know. We would like to see the Newsletter adapt to the needs of the NWPMA. If you are interested in writing an article or have an idea for an article or additional topics please call Paul Sachs at (360) 705-7352.

NORTHWEST PAVEMENT MANAGEMENT ASSOCIATION CHARTER

Editor's Note: There are many new faces in the NWPMA and it has been brought to my attention that the NWPMA Charter has not been seen or read by all local agencies. As a service to those agencies that have never seen the NWPMA Charter, it has been included in this Newsletter. At the Spring Conference there is a request to modify the charter to include the local agencies from the state of Idaho. This will be voted on in Mt. Vernon.

Definition

The Combined Pavement Management Association (hereafter the Association) is a non-profit association of professional and technical agencies and persons, both public and private, with interests and responsibilities in the systematic preservation and restoration of public road and street pavements.

Purpose

The purposes of the Association are:

1. To foster mutual and beneficial relationships between and among members and with other allied agencies, institutions, organizations, and business firms.
2. To improve the ability of members to effectively and efficiently manage their pavement preservation and restoration programs.
3. To promote pavement management technology transfer, research, and education.
4. To provide a common forum for the open exchange of ideas related to the development, enhancement, implementation, maintenance and operation of effective pavement systems.

Goals

In order to achieve the state purposes of the Association, the following goals are hereby adopted:

1. To encourage the continued development and improvement of pavement management techniques and application. These include, but are not limited to, determination and evaluation of pavement distresses, structural condition determinations, rehabilitation methodologies, project level and

network level analyses and the application of microcomputer technology.

2. To promote harmonization in the application of pavement management technology such that there is comparability and common definition in pavement condition and evaluation.

Membership

1. Full membership in the Association with full voting rights shall be open to any public agencies within the states of Washington and Oregon that are responsible for managing pavements.

2. Associate (non-voting) membership in the Association shall be open to any public agency that does not qualify for full membership.

3. Affiliate (non-voting) membership shall be open to those not defined as a Full or Associate Member.

Organization and Structure

1. The Association shall be organized into Chapters and Technical Committees as needed. Members shall be involved in Chapters and Technical Committees at their own discretion and interest. Each Chapter and Technical Committee shall elect a member to the Executive Board.

2. The Association shall be guided by an Executive Board. The Board shall consist of a Chair and an elected representative from each Chapter and Technical Committee of the Association.

The Chair of the Executive Board will be elected annually at the Annual Pavement Management Conference by vote of the membership. The Chapter and Technical Committee Representatives shall be elected annually by each Chapter and Technical Committee. These positions will have no term limits. No member shall hold more than one Executive Board position at a given time.

Annually, following election of the Chair, Chapter Representatives, and Technical Committee Representatives, the Executive Board shall elect from the board members a Vice-Chair, to act as Chair pro tem, and a Secretary/Treasurer. The Secretary/Treasurer shall maintain the membership records and manage Association funds. The Executive Board shall meet at each quarterly meeting and the annual conference.

Representatives of the Association of Washington Cities, the County Road Administration Board, and Washington State Department of Transportation, and TransAid shall be advisory to the Executive Board.

3. There will be two meetings of the Association consisting of one annual meeting in the fall of each year and one meeting in the spring of each year. The fall conference will be hosted by the individual Chapters on a rotating basis. The spring conference will be hosted by the Southwest Chapter. The Chapters and Technical Committees shall meet at their own discretion with advance notification to the Chair of the Association.

4. The Association shall operate under the following organizational rules:

a. Each full member agency shall have one vote in the Association Chapter and Technical Committee activities they participate in.

b. The following actions: 1) Any proposed amendments to this Charter; 2) Formation or dissolution of a Chapter; 3) Formation or dissolution of a Technical Committee; must be presented by a member at a Quarterly or Annual meeting. Notice of these proposed actions shall be sent to all members at least thirty (30) days prior to the meeting at which the amendment is to be floored. This Charter may be amended, altered, superseded or repealed by vote of a majority of the full member agencies provided that the notice includes a clear statement that action on the proposed change to the Charter is one of the purposes of the meeting. Voting on the above actions may be done by mail by those full member agencies that are not in attendance. Mail votes must be received by the Secretary/Treasurer at least three (3) days before the date of the meeting.

C. For all other actions, a simple majority of all voting member agencies in attendance shall be sufficient to pass any duly made and seconded motion. No minimum number of member agencies will be necessary to constitute a quorum. Representatives of member agencies must be present to vote. Voting by proxy shall not be permitted.

NWPMA Information Available on the Web

The NWPMA is now on line. Learn about upcoming conferences and Chapter meetings. There is a resource section with links to other pavement related web sites. The World Wide Web address is as follows:

<http://www.wsdot.wa.gov/TA/Mgt.Systems/nwpma.html>

The web site is ever changing and we need your input into it development and ongoing use. If there is information that you would like to see placed on the site please let Paul Sachs know. His phone number is (360) 705 - 7352. He can also be reached at the following email address. Sachsp@wsdot.wa.gov

Performance Graded Binder to be New WSDOT Standard in 1999

On January 30, 1998, the WSDOT Materials Laboratory hosted the Asphalt Suppliers meeting. This meeting consisted of the Asphalt industry, federal, state and local agencies officials involved in the use of asphalt in Washington State. Jim Walter, the Construction Materials Engineer, and Dennis Duffy, the Bituminous Materials Engineer, asked the representative of the asphalt industry when they would be ready for full implementation of the Performance Graded binder. Industry stated that they would like full implementation in 1999.

Starting January 1, 1999, the standard binder for Washington State Department of Transportation will be Performance Graded (PG). All asphalt binder will conform to the specification requirements of AASHTO MPI standard specification for Performance Graded Asphalt Binder or as amended.

There are three primary based PG asphalt binders that will be used in Washington State. PG58-22 will be used in Western Washington where the ambient temperatures are mild during winter and summer months. PG58-34 will be used in Northeastern Washington, from north of Interstate 90 where temperatures are very cold during the winter months and mild during the summer months. PG64-28 will be used in Southeastern Washington south of Interstate 90 where the ambient temperatures are very hot during the summer months and moderately cold during the winter months.

The PG grading system is defined by two numbers which represent pavement temperatures. The first number PG58-XX indicates the high pavement temperature in degrees of Celsius, while the second number PGXX-34 represents the low pavement temperature. This grading system also considers traffic conditions and volumes, thus adjustments are made to the base grade of that particular location, for example; SR 99 in the greater Seattle area. The base grade is a PG58-22, but due to traffic volumes, and conditions a PG70-22 is selected. If you have any questions about PG binders please call Dan Dizon, Liquid Asphalt Testing Engineer, at (360)709-5424.



SELECTION OF PERFORMANCE GRADE ASPHALT CEMENT

What is a Performance grade of asphalt cement

As part of Superpave, the asphalt binder classification system is completely new. The existing grading systems of viscosity and penetration were replaced with a performance grade (PG) system. The proper PG of asphalt cement are based on two factors, traffic and pavement temperatures. Adjustments are made to the PG grade of asphalt cement based on traffic conditions and traffic volumes, which is intended to enhance the design life of the pavement. The PG grading system is defined by two numbers which represent pavement temperatures. The first number PG 58-XX represents the high pavement temperature in degrees Celsius, while the second number PG XX-22 represents the low pavement temperature. All adjustments to the PG grading system are made in six (6) degree increments. The high temperature relates to the effects of rutting and the low temperature relates to cold temperature and fatigue cracking. Beginning January 1, 1999, the Washington State Department of Transportation (WSDOT) will be adopting the Performance Graded Binder system. All asphalt binder will conform to the specification requirements of AASHTO MPI Standard Specification for Performance Graded Asphalt Binder or as amended

Base PG Grades

There are three (3) primary PG grades of asphalt cement that will be used in Washington State. They are as follows:

PG 58-22 Will be used in Western Washington where the ambient temperatures are mild during both the winter and summer months.

PG 58-34 Will be used in Northeastern Washington, from Interstate 90 north where the ambient temperatures are very cold during the winter months and mild during the summer months.

PG 64-28 Will be used in Southeastern Washington from Interstate 90 south where the ambient temperatures are very hot during the summer months and moderately cold during the winter months.

Determining the pavement design life

The pavement design life is determined by calculating the expected ESAL's over a 15 year period.

Adjusting for traffic volumes

Adjustments to the PG grade of asphalt cement for the higher traffic volumes may need to be considered. These adjustments should be made when the conditions on the main route or any of the main cross streets are within the limits shown in Table 1.

TABLE 1
Adjustments For Traffic Volumes

Traffic	Adjustment
10,000,000 to 30,000,000 ESAL's	Consideration should be given to increase the high temperature by 1 grade
Greater than 30,000,000 ESAL's	Increase the high temperature by 1 grade

Adjusting for traffic conditions

There will need to be consideration for making adjustments to the PG grade of asphalt cement for the different traffic conditions. These adjustments should be made when the conditions on the main route or any of the main cross streets are within the limits of Table 2.

TABLE 2
Adjustments For Traffic Conditions

Traffic Condition	Adjustment
Standing < 20 km/h (< 10 mph)	Increase the high temperature by 2 grades
Slow Transit 20 to 70 km/h (10 to 45 mph)	Increase the high temperature by 1 grade

The PG grades of asphalt cement that are available for WSDOT use based on the traffic adjustments, are shown in Table 3.

TABLE 3
Available PG Grades

Traffic Condition	Western Washington	Northeastern Washington	Southeastern Washington
Fast	PG 58-22	PG 58-34	PG 64-28
> 30,000,000	64-22	64-34	70-28
Slow	64-22	64-34	70-28
> 30,000,000	70-22	70-34	76-28
Standing	70-22	70-34	76-28
> 30,000,000	same	same	same

Adjusting for mountain areas

When determining the grade of PG asphalt cement to be used in the mountain areas, consideration should be given to pick one of the three base grades that best fits the conditions of the roadway that is to be paved. In most cases we should be using a PG 58-34 grade of asphalt cement for all mountain passes. The reason for this is due to the extremely cold winter months and the mild summer months.

Recycled asphalt concrete pavements

The use of recycled asphalt concrete will be allowed in manufacturing asphalt concrete pavements with PG grades of asphalt cement. Up to 20% of recycled asphalt concrete pavement will be allowed. This will not require adjustments to the base PG grade of asphalt cement.

If you have any questions regarding the new PG asphalt binder requirements please call Dennis Duffy at (360) 709 - 5420 or by E-mail at duffy@wsdot.wa.gov

NORTHWEST PAVEMENT MANAGEMENT ASSOCIATION NEWSLETTER POLICY

In an effort to communicate and advance the goals of the Northwest Pavement Management Association (NWPMA), a newsletter shall be published on a regular basis for distribution to the membership. The newsletter shall act as an open forum to communicate and exchange information consistent with the NWPMA goals within the following general policy guidelines:

Articles

Any article of interest to the membership may be printed. Articles should generally pertain to the construction, reconstruction and/or maintenance of pavements or the activities of the NWPMA. All members are encouraged to submit news articles for publication.

Advertising

No advertising by vendors or consultants will be allowed. Vendors and consultants will be listed in the Calendar of Events portion of the newsletter. Any special circumstances requiring consideration of an exception to the above guidelines will be discussed on a case-by-case basis between the editor and the NWPMA chair.

This policy was adopted on December 10, 1996.

SUPERPAVE FOR LOCAL AGENCIES

The Northwest Technology Transfer Center, working in conjunction with the WSDOT Materials Lab and the Federal Highway Administration Division Office in Olympia will be conducting a series of 1 day training sessions on Superpave. A brochure will be mailed to you in the next couple of weeks giving more details on the exact location. At the present time the following is a list of the cities with the dates as to when the training will take place:

April 13th - Mt. Vernon (This will be a day before the Spring Quarterly)

April 19th - Seattle/Tacoma Area

April 22nd - Ellensburg

April 29th - Vancouver

May 5th - Spokane

May 6th - Tri - Cities

The classes are designed to answer questions that Local Agencies are having on how Superpave will impact their day-to-day operations. The Agenda will include the following.

- 1) **What is Superpave**
- 2) **Superpave Binders**
- 3) **Superpave Binder Selection**
- 4) **Asphalt Supplier Perspective**
- 5) **Superpave Mix Design**
- 6) **Superpave Field Application**
- 7) **WSDOT Superpave Specifications**
- 8) **WSDOT Experience with Superpave**
- 9) **Future WSDOT Direction with Superpave**

For more information on the class, please call Paul Sachs of the Northwest Technology Transfer Center. His number is (360) 705 - 7352. To sign up for the class, prior to seeing the official brochure, please call Laurel Gray at (360) 705 - 7386.

SPRING QUARTERLY INFO & TOPICS

NWPMA Spring Quarterly

April 14th - 15th

1 PM - 4 on the 14th

8: AM - 3 PM on the 15th

Cotton Tree Inn

2300 Market St/ off Riverside Drive

This years Spring Conference will be held in Mt. Vernon. Vicki Griffiths was gracious enough to make all the arrangements. She has also secured a block of rooms for attendees at 2 locations in Mt. Vernon.

The first is the Cotton Tree and there are 20 rooms available. To secure a room please call 1-800-662-6886 #3 (for Mt. Vernon). Make reservation by March 31st. Rooms are \$67 a night.

The other location is The Best Western College Way, 300 W. College Way at College Way and Freeway Drive 1-800-793-4024. 20 rooms were reserved at \$52.20, single occupancy. Make reservations by March 15th.

Topics for the meeting will be decided by the E-Board only after input from the membership. That means all of you. Below are some topic areas. Please say yes or no and add any other ones you feel are important. Fax them to Dave Shepard at the number below. The Spring Conference is always more informal than the Fall. It is up to the NWPMA membership to make the Spring Conference a success.

- | | | |
|--|-----|----|
| 1) What is considered a good PCI number for agency's road system. | Yes | No |
| 2) Is PMS used for all FCC routes or just collectors and arterials ? | Yes | No |
| 3) Where is County Road Administration Board in their new software ? | Yes | No |
| 4) Surface treatments - when should they be applied.
seals (slurry, chip, and cape), other treatments. | Yes | No |
| 5) Unique applications of Treatments in Washington. | Yes | No |
| 6) Plans for the 5 th International Conference on Managing Pavements
to be held in Seattle in 2001 | Yes | No |
| 7) The New Northwest T2 Center (TransAid) in PMS Assistance | Yes | No |
| 8) Automated Distress Collection for Pavement Inspection | Yes | No |
| 9) Other Topics _____ | | |

Fax this information to Dave Shepard - (360) 576 - 0304.

See you all in Mt. Vernon